

EDWARD LONERGAN



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OFF

These are only a few of the bargains we will offer you.
 Come early Tuesday morning.

Edward Lonergan
 1127-29 Main St.,
 Stratfield Hotel Bldg.

STATE C. T. A. U. HOLDS MEETING AT TORRINGTON

Torrington, Aug. 28.—The Catholic Total Abstinence Union began its forty-seventh annual convention here today. The gathering of delegates was a large one although there was disappointment over the weather. High mass was celebrated at St. Francis' church and at its conclusion the delegates went to the town hall for the business session.

The report of the state secretary, Frank J. Kinney, of Branford, showed that the Union has continued to gain in societies and membership. For the year ending Aug. 1, the 113 societies include a gain of four while 10,578 members include a gain of 865, with some societies failing to turn in their figures.

Individual enumerating shows that the 31 men's societies have 3,085 members; 26 ladies' societies, 1,690; 40 cadet bodies, 3,489; 15 leagues, 1,669, and one mixed, 646.

The membership by counties is: New Haven, 4,127; Hartford, 2,040; New London, 901; Fairfield, 658; Litchfield, 723; Middlesex, 773; Tolland, 270; Windham, 86.

During the year St. Patrick's of New Haven, St. Mary's of Baltic, Sacred Heart of East Berlin, and St. Thomas of Thomaston, dropped out, while St. Anthony's of Litchfield was added. Four girls' societies in New London county have been added, through efforts of James A. McDonold. George W. Larkin of Ansonia has presented the Holy Name Cadets of Ansonia, with 200 members and St. Mary's Cadets, of Derby, with 110 for admission. Margaret A. McCaffrey of Norwich has equipped the Father Matthew Cadets, of that city, with 75 workers in the cause of total abstinence. Father Winters of New Britain, offers the Immaculate Guild with 200. St. Rita's Ladies, of East Hampton, with 22 members, also has joined.

Secretary Kinney reported that few of the societies paid their per capita tax in time this year so that the check to the National Union was the smallest sent for a long time and the Connecticut Union had less representation at the national convention than many of the smaller state unions.

In reference to the field day in June at Ansonia the secretary said that in spite of the rain that day the parade was a success and the carnival an excellent one with a generous amount of receipts.

Secretary Kinney reviewed at length the work of individual unions, officers and clergy in the cause of total abstinence, paying especial tribute to the encouragement given the members by the spiritual director, Bishop Han.

Nervous Indigestion Caused Her Great Agony

Mrs. F. W. Burns of 71 West Main Street, Milford, Is Enthusiastic Over Lax-a-Tone.

Nearly every form of disease begins in the stomach and this has been proven in thousands of cases. Indigestion wrecks the entire nervous system, clogs up waste matter in the intestines which in turn poisons the blood. Half the digested food in the stomach literally rots, forms poisonous gases and makes diseases of all kinds. Constipation by keeping decayed matter in the body is responsible for many hours of illness. The new Lax-a-Tone, Lax-a-Tone, will assist that much abused organ, the stomach, to do its work properly; constipation is impossible with good digestion. If you have good digestion it is an absolute fact that you will have good blood, and good blood will replenish worn out nerves and broken down systems. If you want to feel like a different person get rid of that tired feeling, have an elastic step and a bright eye, try Lax-a-Tone and watch the results. Mrs. Burns says:

"For a long time I have suffered with nervous indigestion after eating. My food would ferment, causing gas and bloating. I would have a severe pain in the stomach and around the heart. I was nervous and exhausted and could find nothing to build me up. It was a drag to do my house work. Since taking Lax-a-Tone it is pleasant to do my work; I feel fine and I am happy to endorse this great remedy and will be pleased to verify these facts if called upon to do so."

Lax-a-Tone is for sale at Hartigan's drug stores, 81 Fairfield avenue and Main and Congress streets.—Adv.

RAILWAY BUILDER, WORTH MANY MILLIONS, IS DEAD

San Francisco, Aug. 28.—Anthony Walsh, who with his sons built the Rock Island Southern Railway, a small system in Iowa, died here yesterday. Walsh was 83 years old and possessed a fortune said to total seven million dollars. He leaves six sons, also prominent in railroad and public utilities corporations in various parts of the country.

The majority of motorists take satisfaction in running fast enough so that if anything happens some real damage will be done.

If they do their very best, it looks as if a dozen Austrians could fight as well as one German.

EUROPE POINTS WAY FOR AERO RESERVE

Report of the Club's Committee to the War Department Is Result of Tour.

Details of the report soon to be submitted to the War department or its assistance in organizing an Aerial Reserve Corps, authorized by President Wilson on July 18, became known here yesterday. The report is the result of a tour of investigation made by a committee of the Aero Club of America, consisting of Alan D. Hawley, President of the club; Henry Woodhouse, Evert Jansen Wendell, and Augustus Post. They returned last night from the trip, which covered aviation centres in Canada and this country.

In regard to the methods followed by Canada, the report will say in part: "To get aviators Canada has followed the method adopted by the European governments. To get into the British Air Service, a candidate after he has passed severe physical examinations, must attend an aviation school and take preliminary training which costs between \$400 and \$600. He will then, if successful, obtain the certificate of proficiency issued under the rules of the International Aeronautical Federation, by his national aero club. Actual training takes place under the direction of army aviators at army aviation schools, requiring about six months' continuous practice."

"Canada has not undertaken to continue the training of military aviators, so that when the candidate has received the F. A. I. pilot certificate he goes to England and is admitted to the air service on probation and receives a refund of the cost of his training. This 'probation' lasts between one and two weeks after which the candidate is either rejected or accepted. If accepted he is sent to a military aviation school for further training, which usually lasts six months, and includes the operation of different types of aeroplanes and practice in scouting, bomb-dropping, and other war work. During this training he holds a temporary commission as Second Lieutenant. After he is graduated he receives his full commission and is sent to the front."

The committee visited the Curtiss Aviation School, near Toronto, of which J. A. D. McCurdy is the head, and saw fifty students in training. Mr. McCurdy and the Canadian authorities advised the committee that it is the intention of the Canadian government to train 1,000 additional aviators.

That the Aviation Section of the United States Army, which has charge of organizing the Aerial Reserve Corps, can obtain the best results by following European and Canadian practice is the opinion of the committee. Of the 800 civilians holding the F. A. I. certificate or about to take that certificate in this country not less than 200 will make desirable candidates for the Aerial Reserve Corps, so that if steps are taken immediately to organize the corps at least 100 of the candidates will be able to take a few weeks' training at the army aviation schools.

The Army Appropriation bill now being considered by the Senate carries an appropriation of \$9,640,800 for the organization, equipment, and maintenance of twelve aero squadrons for the twelve divisions either in the militia or from the regular army reserve and the Aerial Reserve Corps. The aviation section of the regular army, of which Colonel George O. Squier is the head, has charge of the expenditure of these funds and of training the militia officers and members of the Aerial Reserve Corps. The Aero Club's committee also visited the aviation school at Buffalo, where fifteen Harvard undergraduates have established an aviation camp and are taking a course of training. The Aero club and its thirty affiliated organizations have offered their co-operation to the Aviation Section of the War department, and the offers have been accepted by Secretary Baker and Colonel Squier.

Aeronautical concerns which have aviation schools have offered the use of their schools to the army and are willing to let the army operate their schools at cost, so as to assist in developing our aerial defenses. If the War department avails itself of these offers, a dozen schools can be operated immediately under the direction of the War department in different parts of the country, and the Aerial Reserve Corps and the twelve militia aero squadrons can be organized within the coming twelve months.

Flung From Automobile, Bridgeporter Is Hurt Driving In Fairfield

Fairfield, Aug. 28.—Matthew G. Lamborg, of 1192 State street, Bridgeport, a bicycle dealer, suffered many minor bruises and cuts about the body and face today when a tire on the automobile in which he was driving burst, causing the machine to overturn at Benson's corner at 7 o'clock this morning. Lamborg managed to leap from the car before it overturned. Dr. W. H. Donaldson dressed Lamborg's wounds. The injured man was taken to his home. The automobile was badly damaged.

Conductors and motormen of the Louisville Railway Co. have demanded an increase in wages.

Al Walters, the Yankee backstop, helped to win three pennants in his three previous years in baseball. He was with the flag-winning Sackatoon club of the Western Canada League in 1915 and 1916, and last year he assisted Waco to the Texas League gon-falon.

Elmer Flick, who used to play in the outer garden for the Phillies and the Naps, is now a reinsman, and has been chauffeuring a trotter in the



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If you Have Not Visited This "Place of Leather" and Learned That the Finest Leather Store in All New England Is Right Here in Bridgeport, This is a Banner Opportunity to Get Acquainted—not alone with the merchandise but the management and sales people.

Here You Can Buy Anything in Leather from a Change Purse to a Wardrobe Trunk on a Strictly Money Back Guarantee.

Ambrose Luggage Shop

288 FAIRFIELD AVE. 'Phone, Barnum 7291

Opposite Blue Ribbon Garage

"The Leather Store"

TWO YEARS OF

NAVAL WARFARE

This is the second anniversary of the first real naval battle of the present war, as it was August 28, 1916, that an engagement was fought off Heligoland that cost the Germans two cruisers and three destroyers. The action commenced with an engagement between destroyers, and a number of German cruisers were involved into the North Sea in pursuit. They found waiting for them the battle cruiser squadron of Admiral Beatty, and in the running battle which followed the Germans sustained a loss of 10,146 tons and 1,800 lives.

The next combat at sea was also a blow to British prestige. On November 1 the German Far Eastern cruiser squadron, which had escaped from Kiao-chow, fell in with a British squadron off the coast of Chile. Von Spee's force consisted of the armored cruisers Gneisenau and Scharnhorst and the protected cruisers Dresden, Leipzig and Nürnberg. The British force, under Admiral Sir Christopher Cradock, comprised the armored cruisers Monmouth and Good Hope and the protected cruiser Glasgow. Although outmatched, Cradock offered battle and was defeated, both the Good Hope and Monmouth being sunk. The British loss was 26,100 tons and 1,600 lives, Admiral Cradock going down with his ship.

Revenge for the British was not long delayed. On December 8th Admiral von Spee and his victorious squadron appeared off the Falkland Islands. A British squadron, including the Invincible, the Inflexible, the Carnarvon, the Cornwall and the Kent, had arrived only the day before. The German vessels scattered and fled when the British ships were sighted, but they were pursued and all were destroyed with the exception of the Dresden, which escaped for a time.

The German loss in this engagement was 23,700 tons and 1,836 lives, Admiral von Spee being among the dead.

On January 24, 1915, a raiding squadron of German cruisers were challenged by Admiral Beatty, and the armored cruiser Blücher was sunk, the remainder of the German craft escaping to the mine fields of Heligoland.

There were no further naval clashes important enough to be distinguished as battles until the engagement of the Danish coast on the last day of last May. What at first report seemed a decisive victory for the Germans later developed into an indecisive affair, which both sides claim the victory. Both British and Germans contend that the enemy loss was much greater than has been admitted. The British claim that the new 27,000-ton battle cruiser had been sunk was officially denied several times by the Germans, but eventually it was admitted, with the explanation that previous denials had been based on "military reasons."

That the naval losses of the Allies exceed those of the Central Powers is known, but after two years of naval war the supremacy of Britain on the waves is still unquestioned. In dominating the sea England has performed a duty of tremendous importance. The German flag has long since disappeared from the ocean, Germany's commerce is practically suspended, her colonies are falling in port or have been taken by the enemy, while the Allies are able to obtain supplies and move soldiers from the ends of the earth.

The majority of motorists take satisfaction in running fast enough so that if anything happens some real damage will be done.

If they do their very best, it looks as if a dozen Austrians could fight as well as one German.

STOP! READ! BUY! BARGAINS IN TIRES!

REMOVAL SALE

ON ACCOUNT OF MOVING TO NEW QUARTERS WE WILL DISPOSE OF—WHILE THEY LAST—AT THIS SALE

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30x3½ Non-Skid, Wrapped Casings—GUARANTEED 5,000 MILES—Regular Price \$20.45. SALE PRICE \$14.57. 31x4 Non-Skid Wrapped Casings—GUARANTEED 5,000 MILES. Regular Price \$32.50. SALE PRICE \$23.15.—Other Sizes at Reduced Prices.

I have no connection with any other company—and should not be confused with other concerns bearing somewhat similar names.

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